

## APPENDIX D

## Travel-Demand Management Checklist

The Transportation Demand Management Element included in the 1995 Congestion Management Program requires each jurisdiction to comply with the "" Required Program". This requirement can be satisfied in three ways:

- Adoption of "Design Strategies for encouraging alternatives to auto use through local development review" prepared by ABAG and the Bay Area Quality Management District;
- Adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element;
- Evidence that existing policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions that have chosen to satisfy this requirement by the second or third option the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer "yes" to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions. ACTAC and the TDM Task Force felt that it might be useful to include additional strategies that could be considered for implementation by each jurisdiction.

## CHECKLIST

### Bicycle Facilities

#### Goal

To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: an example of facilities are bike paths, lanes or racks.)

#### Local Responsibilities

la. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

la.1 provides a system of bicycle facilities that connect residential and/or non-residential development to other major activity centers?

☐ Yes

☐ No

la.2 bicycle facilities that provide access to transit?

☐ Yes

☐ No

la.3 that provide for construction of bicycle facilities needed to fill gaps, (i.e. gap closure), not provided through the development review process?

☐ Yes

☐ No

la.4 that consider bicycle safety such as safe crossing of busy arterials or along bike trails?

☐ Yes

☐ No

la.5 that provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments?

☐ Yes

☐ No

1b. How does your jurisdiction implement these strategies? Please identify.

- ☐ Zoning ordinance
- ☐ Design Review
- ☐ Standard Conditions of Approval
- ☐ Capital Improvement Program
- ☐ Specific Plan
- ☐ Other

## **Pedestrian Facilities**

### **Goal**

To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

### **Local Responsibilities**

2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a. 1 that provides reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

- ☐ Yes
- ☐ No

2a.2 that provide for construction of pedestrian paths needed to fill gaps, (i.e. gap closure), not provided through the development process?

- ☐ Yes
- ☐ No

2a.3 that include safety elements such as convenient crossing at arterials?

- ☐ Yes
- ☐ No

2a.4 that provide for amenities such as lighting, street trees, trash receptacles that promote walking?

☐ Yes

☐ No

2a.5 that encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

☐ Yes

☐ No

2b. How does your jurisdiction implement these strategies? Please identify.

☐ Zoning ordinance

☐ Design Review, such as ADA Accessibility Design Standards

☐ Standard Conditions of Approval

☐ Capital Improvement Program

☐ Specific Plan

☐ Other

## Transit

### Goal

To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

### Local Responsibilities

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a. 1 provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

☐ Yes

☐ No

3a.2 provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

☐ Yes

☐ No

3a.3 that includes a process for including transit operators in development review?

☐ Yes

☐ No

3a.4 provide for directional signage for transit stations and/or stops?

☐ Yes

☐ No

3a.5 that include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

☐ Yes

☐ No

3.b How does your jurisdiction implement these strategies? Please identify.

☐ Zoning ordinance

☐ Design Review

☐ Standard Conditions of Approval

☐ Capital Improvement Program

☐ Specific Plan

☐ Other

## Carpools and Vanpools

### Goal

To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

### Local Responsibilities

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a. 1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

☐ Yes

☐ No

4a.2 that provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

☐ Yes

☐ No

4.b How does your jurisdiction implement these strategies? Please identify.

☐ Zoning ordinance

☐ Design Review

☐ Standard Conditions of Approval

☐ Capital Improvement Program

☐ Specific Plan

☐ Other

## Park and Ride

### Goal

To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

### Local Responsibilities

5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a. 1 promote park and ride lots that are located near freeways or major transit hubs?

☐ Yes

☐ No

5a.2 a process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

☐ Yes

☐ No

5b. How does your jurisdiction implement these strategies? Please identify.

☐ Zoning ordinance

☐ Design Review

☐ Standard Conditions of Approval

☐ Capital Improvement Program

☐ Specific Plan

☐ Other